


# PUBLIC COMMENTS (PC)-V

## PC-V1



### I-405 Improvement Project Public Hearing Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





**Meeting Venue (please check one of the following):**

☐ Monday, June 4, 2012 – Orange Coast Community College   
 ☐ Thursday, June 7, 2012 – Rush Park Auditorium  
☐ Wednesday, June 6, 2012 – Westminster Community Center   
 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center


Name (First and Last): <u>JESUS VACA</u>	
Organization: <u>Labo-Local 652</u>	
Address (Optional): <u>611 E. Birchard Ave. Santa Ana CA 92707</u>	
Phone Number: <u>714) 542-1535</u>	Email address:

Comments: I strongly believe that  
This is a Great Project  
This will reduce congestion increase  
mobility and improve trip reliability

(Space for comments continued on reverse)

## PC-V2



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Name (First and Last): <u>Jesse Valcarlos</u>	
Organization: <u>Plumbers Local 582</u>	
Address (Optional): <u>2200 Rivers Road Rd. Riverside Ca. 92508</u>	
Phone Number: <u>(951) 759-8776</u>	Email address:

Comments: I commute from THE Inland Empire  
to orange Ct. & this will decrease my  
commute on traffic from one place  
to the other

(Space for comments continued on reverse)

PC-V3

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**Public Hearing**  
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Name (First and Last): VALCARCEL  
 Organization: LOCAL 582  
 Address (Optional):  
 Phone Number: 949-559-5457    Email address: adam2002@yahoo.com

Comments: Keep traffic flowing } 1

(Space for comments continued on reverse)

PC-V4

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Name (First and Last): JONATHAN VACSEZ  
 Organization:  
 Address (Optional):  
 Phone Number:    Email address:


Comments: HELP SHITTY DRIVER GET OFF THE ROAD } 1

(Space for comments continued on reverse)

PC-V5

PC-V6



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Name (First and Last): <u>PAUL VARDOLAKIS</u>	
Organization: _____	
Address (Optional): <u>8070 CORNWALL COURT UNIT #76 RANCHO CUCAMONGA, CA 91739</u>	
Phone Number: <u>(714) 397-7038</u>	Email address: <u>LISA.VARDOLAKIS@YAHOO.COM</u>

Comments: The freeway will help easy construction on the 405 Hwy. And also bring some good paying jobs while the freeway is being built.

(Space for comments continued on reverse)



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Name (First and Last): <u>Rafael Valencia</u>	
Organization: <u>Labor Local 652</u>	
Address (Optional): <u>1136 W CIVIC Center DR #315 Santa Ana CA</u>	
Phone Number: <u>(714) 835-8548</u>	Email address: _____

Comments: Por trafico y se necesita mas carriles. Se necesita para que la gente trabaje.

(Space for comments continued on reverse)

**PC-V7**

Because of traffic more lanes are needed. It is needed so more people can work.

$$\left. \begin{matrix} \vdots \\ \vdots \\ \vdots \end{matrix} \right\} \mathbf{1}$$

# I-405 Improvement Project Public Hearing

## Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

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Name (First and Last): <u>Victor Valencia</u>	
Organization: <u>Labor Local 652</u>	
Address (Optional): _____	
Phone Number: <u>714 720 8494</u>	Email address: _____

Comments: el Frigüei Asiderías  
Mucha Tráfico  
se necesita mas líneas para que corra mas  
Rápido Mucha gente se cae

(Space for comments continued on reverse)

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PC-V7 Translation

Comment:

Accidents in the freeway, a lot of traffic. More lanes are needed for traffic to flow faster. A lot of people need it.

1

PC-V8

From: Carol Vanderree [aevccv@ca.rr.com]  
Sent: Tuesday, July 10, 2012 11:55 AM  
To: Parsons, 405.dedcomments  
Subject: Opposition to proposal #3

To whom it may concern,

Costa Mesa has relatively recently been disrupted with freeway construction that was very costly to the taxpayers. Such little foresight to now destroy what was built to re-engineer the road.

This is an abuse of the taxpayers' money. Just because there are funds available now does not mean that they should be spent, especially on a plan as extensive and expensive as option #3. Besides which, it will not relieve the problem which is too many cars on the road. No matter how much you reconstruct and redesign the area where the 55, 405 and 73 meet, there will always be congestion.






Option #1 is the most minimally invasive of the plans and would give a modicum of relief. Plan #3 will not give the bang for the buck and is irresponsible.

I have lived in Costa Mesa for over 35 years and am very disappointed with OCTA for favoring plan #3. Please act responsibly and implement the most fiscally responsible plan, #1.

Carol Vanderree  
3075 Loren Lane  
Costa Mesa, CA 92626


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PC-V9

									
<h2 style="text-align: center;">I-405 Improvement Project</h2> <h3 style="text-align: center;">Public Hearing</h3> <h4 style="text-align: center;">Comment Sheet</h4>									
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<table border="1" style="width: 100%;"> <tr> <td colspan="2">Name (First and Last): <u>Antonio Vazquez</u></td> </tr> <tr> <td colspan="2">Organization: <u>Labor Local 650</u></td> </tr> <tr> <td colspan="2">Address (Optional): <u>829 Sandia Ave. La Puente Ca. 91746</u></td> </tr> <tr> <td>Phone Number: <u>626-917-7203</u></td> <td>Email address:</td> </tr> </table>		Name (First and Last): <u>Antonio Vazquez</u>		Organization: <u>Labor Local 650</u>		Address (Optional): <u>829 Sandia Ave. La Puente Ca. 91746</u>		Phone Number: <u>626-917-7203</u>	Email address:
Name (First and Last): <u>Antonio Vazquez</u>									
Organization: <u>Labor Local 650</u>									
Address (Optional): <u>829 Sandia Ave. La Puente Ca. 91746</u>									
Phone Number: <u>626-917-7203</u>	Email address:								
<p>Comments: <u>Employment in the construction trade is an</u>  <u>all time low</u>  <u>they have exhausted their unemployment</u>  <u>benefits</u></p>									
<p>(Space for comments continued on reverse)</p>									
<div style="display: flex; justify-content: space-around; align-items: center;">     </div>									

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PC-V10

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**Public Hearing**  
**Comment Sheet**

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Name (First and Last): Francisco Velazquez  
 Organization: \_\_\_\_\_  
 Address (Optional): \_\_\_\_\_  
 Phone Number: (310) 457-1116    Email address: F.VELAZQUEZ@GMAIL.COM

Comments: I travel that freeway often,  
please widen the I-405 freeway.  
It would make the ride home  
much faster.

(Space for comments continued on reverse)

PC-V11

 **I-405 Improvement Project**  
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Name (First and Last): NANCY VELAZQUEZ  
 Organization: IRONWORKERS  
 Address (Optional): \_\_\_\_\_  
 Phone Number: \_\_\_\_\_    Email address: \_\_\_\_\_

Comments: THIS PROJECT WILL HELP ME SPEND  
LESS TIME IN TRAFFIC MORE TIME WITH  
FAMILY.

(Space for comments continued on reverse)

PC-V12

**From:** Ray Vella [ray@rayvella.com]  
**Sent:** Tuesday, June 19, 2012 11:06 AM  
**To:** Parsons, 405.dedcomments  
**Subject:** My comments regarding the 405 Freeway

Dear Smita

My wife Jeanette and myself are residents in College Park East and live on the corner of Iris Cr. and Almond Ave. It appears to us that the freeway expansion is eminent but our main concern for all of College Park East is the Sound Wall. We are very concerned that if the sound wall is moved how long will the existing sound wall be "down" before the new sound wall is rebuilt? The main concerns we have is safety, security from vandalism and crime, and health issues. We urge you to consider these very important issues and offer the residents some solutions that we can all agree on. We urge you to keep the wall up at all costs but to consider our concerns if the sound wall is moved.

Thank you,  
Ray and Jeanette Vella

PC-V13

**From:** Cherie Verderber [cverderber@socal.rr.com]  
**Sent:** Wednesday, July 11, 2012 2:49 PM  
**To:** Parsons, 405.dedcomments  
**Subject:** 405, Beach to MacArthur

**Importance:** High

I have traveled the Northbound 405 freeway during 5 p.m. rush hour for many years between the John Wayne Airport (MacArthur Blvd. exit in Irvine, CA) and Brookhurst Street exit in Fountain Valley, CA) and this is the most congested stretch of the 405 freeway. I have taken side streets to avoid this area it is so frustrating. During 8 am rush hour the southbound 405 is terrible from Beach Blvd. to the MacArthur Blvd. exit Irvine. A majority of the Orange County residents work in Irvine. It has grown to be the hub of the county business world. If anything is widened it should be in these sections. (Option 1 general purpose lane each direction on the 405, from the 73 to the 605 would cover these areas, but it should be 2 general purpose lanes. Option 2 doesn't cover these congested areas.)

Option 3: How does a toll express lane "work in conjunction with a car pool lane?" Drivers would be confused because the requirements for the toll express lane are different from the car pool lane and the two lanes would be next to each other on the left side of the road. The toll would have to be on the far left, because the car poolers couldn't drive in the toll lane. The cost of getting a toll road transponder for daily drivers who want to arrive at work on time, is too expensive. A car pool lane is more fair, and should only require 2 people in the car, not 3. It is too difficult for a driver to always have 3 people in the car.

Cherie Verderber

PC-V14



I-405 Improvement Project  
Public Hearing

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Name (First and Last): Ashton Vergo	
Organization:	
Address (Optional):	
Phone Number:	Email address:

Comments: I believe this project would be great. will really free up alot of traffic going both ways on the i-405. Please improve this freeway thank you.

(Space for comments continued on reverse)



PC-V15

PC-V16



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Name (First and Last): <u>Ruben Villalobos</u>	
Organization: <u>U.A. 582</u>	
Address (Optional): <u>10141 S. CLIFFPARK CIRCLE ANAHEIM CA 92805</u>	
Phone Number: <u>(714) 635-8569</u>	Email address: <u>ULFLCOMM@YAHOO.COM</u>

Comments:

(Space for comments continued on reverse)



OCTA BOARD:

PLEASE DO NOT BRING DOWN THE  
FREEWAY SOUND WALL IN SEAL BEACH.

WE ARE VERY INTERESTED IN KEEPING  
THE WALL TO PROTECT OUR HOMES AND  
LIVES FROM THE DANGERS AND NUISANCE  
OF NOISE, POLLUTION, AND OTHER NEIGHBORHOOD  
INVASION.

THE BENEFITS TO CONGESTION OFFERED BY  
~~THE~~ TOLL LARGES IS NOT CLEAR. INGRESS,  
EGRESS, AND THE TERMINATION OF THE LANE  
AT THE L.A. COUNTY LINE WILL CREATE  
ADDITIONAL TRAFFIC RELATED RISK FOR  
OUR HOMES AND LIVES.

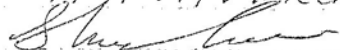
SINCERELY,

DICK VINCENT  
3540 OCEAN DRIVE ST.  
SEAL BEACH, CA



PC-V17

my husband and I worked so hard  
and saved for 25 years to be  
able to afford to live in College  
Park east with our children and  
many foster children.  
We are deliciously happy there  
and we live 3 houses in from  
Almond Park so you can see  
how dramatically you will affect  
our lives and our children and  
our dreams if you take down  
our sand wall.  
Please please don't touch our  
wall, please.

Shannon Vincent  
  
(562) 431-4608

PC-V18

July 14, 2012

Dear Mr. Smith, Deshpande, Branch Chief -

This letter is written to provide comments and questions from two residential home owners in the College Park East community of Seal Beach which the I-405 Improvement Project will greatly impact.

Which alternatives would most benefit College Park East?

- \*1. "No Build" would be best.
- \*2. Ending the project at Valley View would be second best.
- \*3. Alternative #1 is acceptable because the Almond Avenue Sound Wall would not be moved. Retaining this wall would greatly lessen air pollution, improve noise quality and increase safety for the whole community. Parking along Almond would not be eliminated on one side of the street. There is already limited parking for guests on week-ends, on street cleaning and trash pick-up days because Almond borders cul-de-sacs. It took years for the vegetation to cover the wall as it now stands and makes the current wall more attractive and healthy. Property values would not be as adversely effected. Our quality of life would not be as greatly effected.

Other considerations:

- \*4. Why would OCTA and Cal Trans create the parking lot that will result since Los Angeles County has no plans to add lanes in the next 10-15 years or at all? Additional noise and pollution need to be considered.
- \*5. Why create Toll Lanes since Measure M did not provide for them? Toll roads can be used only by people who can afford them, have three or more occupants per car, and may not be adequately used during peak periods.
- \*6. Is there a way to alleviate problems getting on the northbound 405 from Seal Beach Boulevard? Basically drivers entering at Seal Beach Boulevard will have to go over two lanes to exit Seventh Street and two more lanes to exit the 605 thereby going over four lanes to continue on the 405.

Carefully consider the following suggestions:

- \*7. Why not end the 405 Improvement Project at Valley View Street and use the existing seven lanes of 405 between Valley View Street and the LA County line in any manner desired for the optimum traffic flow?
- \*8. If either Alternative 2 or 3 is chosen, end either one or both of the new lanes at Valley View so that they only have to take away one or no lanes at the county line instead of two lanes.
- \*9. Use rubberized asphalt on the 405 between Valley View and the LA County line to minimize noise.

## PC-V18 Continued

- \*10 Why not consider a center line movement, a four foot shoulder and 405 realignment so that the Almond Avenue Sound Wall will not need to be moved into College Park East? 8
- \*11 Renegotiate with the U. S. Navy regarding moving ten or so feet into their space. Claiming danger to people by moving into their blast perimeter is ridiculous. They are storing not testing munitions. 9
- \*12 Above all, do not move the Almond Avenue Sound Wall for reasons above and other unlisted reasons. 10

Yours truly,



Clif and Jane Vineyard  
3521 Fern Circle  
Seal Beach, CA 90740

## PC-V19

From: traci vitug [tvitug27@gmail.com]  
Sent: Friday, June 15, 2012 10:51 AM  
To: Parsons, 405.dedcomments  
Subject: 405 Expansion/CPE Wall

## PLEASE HEAR THE RESIDENTS OF COLLEGE PARK EAST!!!!

Any scenario that involves tearing down and moving the soundwall in Seal Beach along Almond avenue is unacceptable

- Any period of time without any part of the wall is unacceptable in our neighborhood. The noise would be completely intolerable not only from the construction, but from the freeway. Could you sleep with nothing between your home and the 405? How do you expect our children to?
- I am confident that the noise level while there is no wall violates any number of environmental issues in the study that were glossed over only looking at the final result. The final result will certainly be bad enough for us, but the rebuild is completely intolerable.
- There is absolutely no way they can build a new wall before tearing down the old (not enough room for the workers and equipment between the two structures).
- No one knows how long the wall be down because "they haven't looked at that closely yet". That answer is completely unacceptable given how long it could potentially be down.
- There will still be a backup as you approach the 605 because LA County is not doing any expansion there. THAT BACK UP WILL FURTHER BOTTLENECK OUR EXITS AND CREATES FURTHER POLLUTION IN THE HOMES & COMMUNITIES BORDERING THE 405
- Our property values will likely decrease – almost certainly during the period where the wall is being rebuilt and it is non-existent, and even afterwards because we will lose the landscaping we currently enjoy, not all of the wall will be uniform as not all of it is moving, and because the noise and pollution will be that much closer to our homes. In addition, our exits will be bottlenecked by the narrowing of lanes at the county line so getting to and from our homes will be perceived as more challenging instead of an improvement.
- Pollution will only increase in an area that already has more than its fair share of black soot on everything.
- We will lose 1 side of parking on Almond. This may not seem like a big deal at first blush, but our street sweeping does one side of a cul de sac at a time, and several of our cul de sacs have limited to almost no curb parking. What happens when the street sweeper is coming down the side of Almond that has parking – where are those cars supposed to go? Blocks away?
- We have enjoyed that wider street now for several decades and a more narrow street will affect the safety of our children, bicyclists, roller bladers, runners, walkers, dog walkers, and the elderly who prefer to use their walkers on the road instead of the bumpy sidewalk. And that list is not all inclusive as many of our residents use Almond to access our parks.
- Measure M did not approve Alternative 2 and 3, only Alternative 1.
- The new wall will not be as good as our current one – not up to the same earthquake standards as when originally built.
- I lack faith that the builders will truly make rebuilding the wall a priority – what if something happens and we don't get our wall back for a long time or at all!
- Power outages for the entire neighborhood as power lines are relocated is unacceptable
- We are equally concerned for our neighbors in Fountain Valley who will lose jobs and revenue for the city when 4 of their businesses are uprooted. I know there is talk about relocating them, but so much of a business's success is dependent on it's location – it is unlikely to be a move up for them.
- We will lose trees in Almond Park if the wall is moved at all in that area. The plan right now is to not move that part, so why do you have to move the adjacent parts????
- It seems that either Alternative 2 or 3 will create more lanes of traffic outside our neighborhood by just moving the bottleneck to the LA County/Orange County interface on the 405. The result is we'll have MORE pollution and noise in our neighborhood as the freeway clogs right at the border, and all those extra cars have nowhere to go with no other

**PC-V19 Continued**

freeways expanded. The 605 northbound has never been an issue; the majority of the traffic backup is caused by the 405 north of OC, and expanding the freeway to the border not only fails to address the issue it makes the pollution worse in this area as more cars are backed up more hours of the day on the freeway. The added pollution could be significant for all of us, especially children with asthma, and elderly people with emphysema/COPD, bronchitis, or asthma.

**Proposals:**

- Go with Alternative 1 as approved by the voters in Measure M
- Narrow the shoulder by a few feet where necessary to avoid moving the wall at all — bridges don't have to have a 10' foot shoulder, so having small sections with smaller shoulders should be achievable without having to make changes to the soundwall.
- Start eliminating one of the General Purpose lanes early to avoid moving the wall
- Consider light rail or some other public transportation.
- Lobby the heck out of the Navy to give a few feet where needed on their side — we don't need 10 feet all the way, just occasionally
- DO WHATEVER IT TAKES NOT TO MOVE THE WALL!!!!!!!!!!!!

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**PC-V20**

**From:** Anne Vo [annemvo@yahoo.com]  
**Sent:** Wednesday, June 20, 2012 12:48 PM  
**To:** Parsons, 405.dedcomments  
**Subject:** Leave Our Wall Alone (405 / Seal Beach Blvd)

Dear OCTA professional and/or Smita Deshpande,

On behalf of our neighborhood, we, Anne and Phil Han as residents of 4917 Ironwood Ave, Seal Beach 90740, would like to voice our concerns regarding the Soundwall on the 405 surrounding CollegePark East. Please do not tear it down and move it closer to our homes.

Should you have any questions regarding this message, you may contact us directly on our cell at 408-218-0721.

Thank you for your time.

Sincerely,  
Anne Vo and Phil Han

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**PC-V21**

**From:** Vo, Hugh H [hugh.h.vo@boeing.com]  
**Sent:** Monday, July 16, 2012 4:46 PM  
**To:** Parsons, 405.dedcomments  
**Subject:** 405 DEIR/EIS- Keep The Existing Soundwall Along The Almond Avenue

Dear Ms Smita Deshpande  
Caltrans District 12  
Subject : 405 DEIR/EIS

Please keep the existing sound wall along the Almond Avenue in College Park East because:  
1. You have a good intention to try to resolve the traffic problem on the 405 freeway BUT moving the wall closer will surely increase smog, noise, worse air quality/ health risks to ALL nearby residents.  
2. Impacts on the safety for kids, runners, bikers, dog walkers etc 3. County will save a lot of money to leave the wall alone since it doesn't have to relocate all the lines that provide powers, telephone and cable to the neighborhood 4. There still will be a bottle neck at the 605 because LA county will not expand the 405 on their side of the county line 5. There is a risk of the project completion: The OC county doesn't have budget allocated for the total project but depends on the future sale tax and property tax.

**Suggestions:**

- \* End the 405 Improvement Project at Valley View Street and use the existing seven lanes of 405 between Valley View Street and the LA County line in any manner desired for the optimum traffic flow.
  - \* If either Alternatives 2 or 3 are chosen, end either one or both of the new lanes at Valley View so that they only have to take away one or no lanes at the county line instead of 2 lanes.
  - \* Use rubberized asphalt on the 405 between Valley View and the LA County line to minimize noise
  - \* With a center line movement, a 4 foot inside shoulder and 405 realignment, the Almond Avenue sound wall will not need to be moved into SB College Park East.
  - \* A 4 foot inside shoulder on the south side of the freeway is acceptable, why not on the north side of the freeway? The soundwall would not need to be moved.
- Thank you for your concerns,

Hugh  
(562) 982-8030

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## PC-V22

July 17, 2012

Ms Smita Deshpande  
Caltrans District 12  
2201 Dupont Drive, Suite 200, Irvine. CA 92612

Subject: 405 DEIR/DEIS Please keep the existing sound wall along the Almond Avenue in College Park East at Seal Beach, Orange County

Dear Ms Smita Deshpande

Please reconsider the I-405 Improvement Project, currently I live in CPE in Seal Beach city, I really have some concerns about the safety for kids, runners, bikers, dog walkers along the wall, if we have the existing sound wall move closer to the CPE residents it also will surely increase smog, noise, worse air quality/ health risks to ALL nearby residents.

The decision to keep the existing sound wall will save a lot of money since the county doesn't have to relocate all the lines that provide powers, telephone and cable to the neighborhood and build the new wall having the same quality as the existing wall will cost money.

Please note one important fact : There still will be a bottle neck at the 605 because LA county will not expand the 405 on their side of the county line.

Thank you for your concerns

Hugh Vo

  
3620 Rose Cir  
Seal Beach, CA 90740

## PC-V23

From: Vo, Hugh H [hugh.h.vo@boeing.com]  
Sent: Wednesday, June 20, 2012 10:59 AM  
To: Parsons, 405.dedcomments  
Subject: I-405 Widening Project - Leave the existing soundwall alone

To: Smta Deshpande  
Caltrans District 12  
2201 Dupont Drive, suite 200  
Irvine CA, 92612

Please consider the alternate design and keep the freeway behind the existing soundwall along the Almond Avenue in College Park East for several good reasons:

1. Moving the wall closer will bring more smog, noise, worse air quality to the homes and residents
2. Impacts on the safety for kids, runners, bikers, dog walkers etc
3. County can save a lot of money to leave the wall alone and don't have to relocate all the electrical lines that provide powers, telephone and cable to the neighborhood


4. There still will be a bottle neck at the 605 because LA county will not expanding the 405 on their side of the county line

Thank you for your concerns

Hugh  
(562) 982-8030

PC-V24

PC-V24 Continued



## I-405 Improvement Project





### Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 17, 2012.

Name (First and Last): LAN VO	
Organization:	
Address (Optional): 360 ROSE CTR #	
Phone Number: (562) 453 9957	Email address: LANVOPI@tattoo.com -

Comments: Please leave ~~the~~ SOUNDWALL above.  
 Because: 1) Moving the wall closer will bring more smog, noise, bad environment, worse air quality.  
 2) Impact on the safety for kids, runners, bikes, dog walkers, etc - on the park's, planters  
 3) OC will save alot of money i don't have to relocate all the cables, electric cables, phone cables along the wall. Way too expensive!

(Space for comments continued on reverse)

4) There will be still a bottle neck at the 605 because LA County will not be expanding the 405 on their side. So what's the point to improve here??

5) How long will it take you to build the new wall? and the quality of the new wall, will it be matching with the existing one which was thick and steady.

6) Where will you get all the money for the project - don't tell us the future sale tax -

7) To protect the environment I prefer nothing change on 405 since LA County will ~~not~~ NOT expand their side. So what's the point?? no improvement after all -

Please use another sheet if you need more space for your comments.

Submit completed response sheets, by mail by July 17, 2012 to:  
 Ms. Smita Deshpande  
 Branch Chief - Caltrans District 12  
 \*Attn: 405 DEIR-DEIS Comment Period\*  
 2201 Dupont Drive, Suite 200  
 Irvine, CA 92612

For more information on the I-405 Improvement Project, please contact:  
 Christina Byrne, Outreach Manager  
 (714) 560-5717  
[www.octa.net/405improvement](http://www.octa.net/405improvement)  
[www.facebook.com/405improvement](http://www.facebook.com/405improvement)

Responses may also be emailed to:  
[405.dedcomments.parsons@parsons.com](mailto:405.dedcomments.parsons@parsons.com)

## PC-V25

**From:** Lan Vo [lanvo01@yahoo.com]  
**Sent:** Monday, July 16, 2012 4:20 PM  
**To:** Parsons, 405.dedcomments  
**Subject:** 405 DEIR/DEIS- Keep The Existing Soundwall Along The Almond Avenue

Dear Ms Smita Deshpande  
 Caltrans District 12  
 Subject : 405 DEIR/DEIS

Please keep the existing sound wall along the Almond Avenue in College Park East because:

1. You have a good intention to try to resolve the traffic problem on the 405 freeway BUT moving the wall closer will surely increase smog , noise , worse air quality/ health risks to ALL nearby residents.
2. Impacts on the safety for kids, runners, bikers, dog walkers etc
3. County will save a lot of money to leave the wall alone since it doesn't have to relocate all the lines that provide powers, telephone and cable to the neighborhood
4. There still will be a bottle neck at the 605 because LA county will not expand the 405 on their side of the county line
5. There is a risk of the project completion: The OC county doesn't have budget allocated for the total project but depends on the future sale tax and property tax.

**Suggestions:**

- End the 405 Improvement Project at Valley View Street and use the existing seven lanes of 405 between Valley View Street and the LA County line in any manner desired for the optimum traffic flow.
- If either Alternatives 2 or 3 are chosen, end either one or both of the new lanes at Valley View so that they only have to take away one or no lanes at the county line instead of 2 lanes.
- Use rubberized asphalt on the 405 between Valley View and the LA County line to minimize noise
- With a center line movement, a 4 foot inside shoulder and 405 realignment, the Almond Avenue sound wall will not need to be moved into SB College Park East.
- A 4 foot inside shoulder on the south side of the freeway is acceptable, why not on the north side of the freeway? The soundwall would not need to be moved.

Thank you for your concerns,  
 Lan Vo  
 3620 Rose Cir  
 Seal Beach, CA 90740  
 Cell ( 562) 453 9957

## PC-V26

**From:** John Vong [johnvongcpa@gmail.com]  
**Sent:** Wednesday, June 20, 2012 10:35 PM  
**To:** Parsons, 405.dedcomments  
**Subject:** Soundwall

This email is to request that OCTA not move the existing soundwall. Doing so has an impact to my house value and it is a distrubtion to my community. I feel the freeway is wide enough. Please don't move the soundwall

Thank you

## **RESPONSE TO PUBLIC COMMENTS (PC)-V**

### **Response to Comment Letter PC-V1**

#### **Comment PC-V1-1**

Caltrans and OCTA thank you for your participation in the I-405 Improvement Project environmental process. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. If you provided an address with your comment or are on the project mailing list, you will be notified when the Final EIR/EIS is available for review.

### **Response to Comment Letter PC-V2**

#### **Comment PC-V2-1**

Caltrans and OCTA thank you for your participation in the I-405 Improvement Project environmental process. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. If you provided an address with your comment or are on the project mailing list, you will be notified when the Final EIR/EIS is available for review.

### **Response to Comment Letter PC-V3**

#### **Comment PC-V3-1**

Caltrans and OCTA thank you for your participation in the I-405 Improvement Project environmental process. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. If you provided an address with your comment or are on the project mailing list, you will be notified when the Final EIR/EIS is available for review.

### **Response to Comment Letter PC-V4**

#### **Comment PC-V4-1**

Caltrans and OCTA thank you for your participation in the I-405 Improvement Project environmental process. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. If you provided an address with your comment or are on the project mailing list, you will be notified when the Final EIR/EIS is available for review.

**Response to Comment Letter PC-V5****Comment PC-V5-1**

Caltrans and OCTA thank you for your participation in the I-405 Improvement Project environmental process. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. If you provided an address with your comment or are on the project mailing list, you will be notified when the Final EIR/EIS is available for review.

**Respuesta a la Carta De Comentario PC-V6****Comentario PC-V6-1**

Las agencias de Caltrans y Orange County Transportation Authority les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la “Alternative Preferida”, como esta escrito en el reporte llamando en ingles “I-405 Improvement Project Final EIR/EIS.” Se le notificará en la dirección proveida en su Comentario cuando el reporte “Final EIR/EIS” va a estar disponible para revisarlo.

**Response to Comment Letter Translation PC-V6****Comment PC-V6-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

**Respuesta a la Carta De Comentario PC-V7****Comentario PC-V7-1**

Las agencias de Caltrans y Orange County Transportation Authority les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la “Alternative Preferida”, como esta escrito en el reporte llamando en ingles “I-405 Improvement Project Final EIR/EIS.” Se le notificará en la dirección proveida en su Comentario cuando el reporte “Final EIR/EIS” va a estar disponible para revisarlo.



### **Response to Comment Letter Translation PC-V7**

#### **Comment PC-V7-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

### **Response to Comment Letter PC-V8**

#### **Comment PC-V8-1**

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Responses – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes and Preferred Alternative Identification.

### **Response to Comment Letter PC-V9**

#### **Comment PC-V9-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

### **Response to Comment Letter PC-V10**

#### **Comment PC-V10-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

### **Response to Comment Letter PC-V11**

#### **Comment PC-V11-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

**Response to Comment Letter PC-V12****Comment PC-V12-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

**Response to Comment Letter PC-V13****Comment PC-V13-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification. Alternatives 1 and 2 provide improvements in the same general area, between Euclid Street and I-605. For a more complete description of the build alternatives, see the Draft EIR/EIS, pages S-3 to S-8, and the exhibits on pages 2-6 and 2-7.

**Comment PC-V13-2**

As described in the Draft EIR/EIS on page 2-10: “The tolled Express Lane and the existing HOV lanes would be managed jointly as a tolled Express Facility .....” HOVs would be able to use both lanes of the facility. For a discussion of the need to change the HOV occupancy requirement for free use of the Express Lanes, see Common Response – Opposition to Tolling.

**Response to Comment Letter PC-V14****Comment PC-V14-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

### **Response to Comment Letter PC-V15**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Although you did not provide a comment, you will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

### **Response to Comment Letter PC-V16**

#### **Comment PC-V16-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

#### **Comment PC-V16-2**

The benefits to congestion of Alternative 3 and the Express Lanes are summarized in the Draft EIR/EIS in Tables 3.1.6-4 through 3.1.6-8 and Tables 3.1.6-12 through 3.1.6-14, along with the benefits of the other alternatives. With respect to potential congestion at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

### **Response to Comment Letter PC-V17**

#### **Comment PC-V17-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

**Response to Comment Letter PC-V18****Comment PC-V18-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Responses – Almond Avenue Soundwall and Preferred Alternative Identification.

Dropping the additional GP lane in Alternatives 1 and 3 upstream of I-605 would create a chokepoint at the drop location because there would be no roadway to receive the lane's traffic. Carrying that lane to I-605 and providing a full two-lane exit at the beginning of I-605 provides a location for ending the lane that has the capacity to receive the lane's traffic. Consideration was given to dropping the second additional lane included in Alternative 2 just south of SR-22, but this was rejected due to the level of congestion such a bottleneck would create. Carrying the second lane to the SR-22 West exit ramp provides a location for ending the lane that has the capacity to receive the lane's traffic.

**Comment PC-V18-2**

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

**Comment PC-V18-3**

We acknowledge the opposition to toll lanes and concern about the use of Renewed Measure M funds. Please see Common Responses – Opposition to Tolling and Measure M Funding.

**Comment PC-V18-4**

Under the No Build Alternative, vehicles entering I-405 northbound from Seal Beach Boulevard must merge one lane left to access I-605 and one more lane left to continue on I-405 northbound. Under all of the build alternatives, one lane change plus a lane merge downstream of the SR-22 westbound off-ramp would be required to reach I-605 and two additional lane changes to reach I-405.

**Comment PC-V18-5**

With respect to ending the project at Valley View Street, please see Response to Comment V18-1.

**Comment PC-V18-6**

Alternative 2 adds two lanes and Alternative 3 adds only one lane in the northbound direction north of the SR-22 merge near Valley View Street. With respect to ending proposed lanes near Valley View Street, please see Response to Comment V18-1.

**Comment PC-V18-7**

The reach from Valley View Street to the county line is proposed for concrete pavement as opposed to asphalt concrete. Rubberized asphalt is not proposed under this project. FHWA policy does not allow the use of pavement type or surface texture as a traffic noise abatement measure because it can lose its effectiveness over time. Presently, FHWA and several state transportation departments are conducting research to determine the longevity of the noise-reduction characteristics of rubberized asphalt.

**Comment PC-V18-8**

Please see Response to Comment PC-V18-1.

**Comment PC-V18-9**

Please see Response to Comment PC-V18-1. The priority of the design team was to minimize the residential impacts, including ROW. OCTA, Caltrans, and FHWA have worked extensively with the Navy to move I-405 toward and into the Navy property to avoid impacting the residential areas on the northbound side of I-405. Please see Common Response – Shifting Improvements away from Residential Properties onto NAVWPNSTA Seal Beach Property.

**Comment PC-V18-10**

Please see Response to Comment PC-V18-1.

**Response to Comment Letter PC-V19**

**Comment PC-V19-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Responses – Almond Avenue Soundwall and Preferred Alternative Identification.

### **Response to Comment Letter PC-V20**

#### **Comment PC-V20-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Responses – Almond Avenue Soundwall and Preferred Alternative Identification.

### **Response to Comment Letter PC-V21**

#### **Comment PC-V21-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Responses – Almond Avenue Soundwall and Preferred Alternative Identification.

### **Response to Comment Letter PC-V22**

#### **Comment PC-V22-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA has considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Responses – Almond Avenue Soundwall and Preferred Alternative Identification.

**Comment PC-V22-2**

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

**Response to Comment Letter PC-V23**

**Comment PC-V23-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Response to Comment PC-V22-1.

**Comment PC-V23-2**

Please see Response to Comment PC-V22-2.

**Response to Comment Letter PC-V24**

**Comment PC-V24-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Please see Common Response – Measure M Funding.

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

**Response to Comment Letter PC-V25****Comment PC-V25-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Responses – Almond Avenue Soundwall and Preferred Alternative Identification.

**Response to Comment Letter PC-V26****Comment PC-V26-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Responses – Almond Avenue Soundwall and Preferred Alternative Identification.